

**GRAY NOTEBOOK PRESENTATION:**  
**HIGHWAY CONSTRUCTION PROGRAM DELIVERY REPORT**

**BRIEFING PAPER**

Prepared for the  
**AUGUST 2003 TRANSPORTATION COMMISSION MEETING**

Prepared by: Harold L. White, Acting Director of Project Control & Reporting  
Approved by: John Conrad, Assistant Secretary, Engineering & Regional Operations

**PURPOSE:**

Provide the Commission with a status report on the delivery of the Highway Construction Program for the month of June 2003 and for the first eight quarters of the 2001-2003 biennium and on the steps now being taken to monitor, manage, and control spending through the remainder of the biennium.

**ACTION/OUTCOME:**

Information and discussion only. No formal action is expected or required.

**BACKGROUND:**

The Highway Construction Program is the largest single component of the two-year Transportation Department budget. For the 01-03 biennium, the total size of the program is approximately \$ 1.4 billion.

At any given time, spending will be taking place in this program on one phase or another (preliminary engineering, right of way acquisition, or construction) for several hundred projects. The budget is based on projections of total cash flows for the projects taken together.

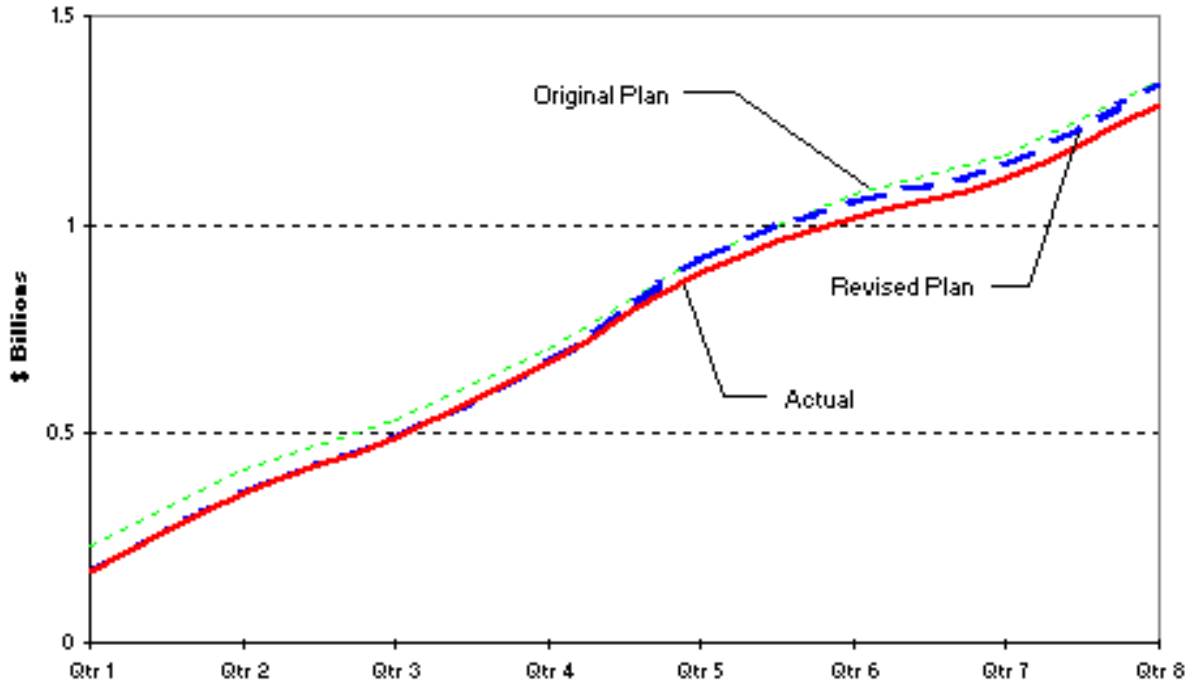
Program cash flows depend on many factors. One of the most important is the department's success in advertising and awarding projects in accordance with its projections. Other factors include changes to the program brought about by supplemental budgets or budget reductions that were put in place last spring.

The pace of expenditures on particular contracts can also depend on everything from weather to change order volumes. Spending is obviously heavier in the summer months when construction activity is at a peak, but many activities are carried on through out the year.

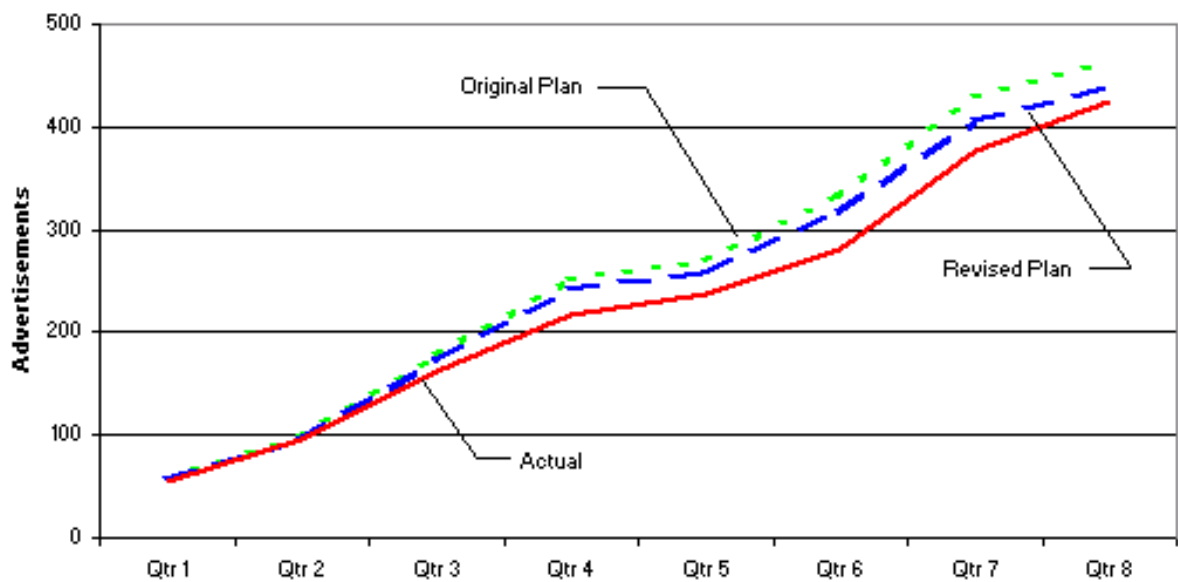
**DISCUSSION:**

This briefing paper will report on program delivery through June 2003. This report will utilize two primary measures to evaluate program delivery. These measures are Cash Flow and Projects to Advertisement. Graphs representing these measures are shown below:

Quarter-by-Quarter Progress of Highway Construction Fund Expenditures  
2001-2003



Quarter-by-Quarter Progress of Highway Construction Project Advertisements  
2001-2003



Please note that both graphs include a revised plan line. This revision reflects the supplemental budget reductions passed by the Legislature.

### **Cash Flow**

Expenditures through the quarter ending June 30, 2003, at 97% of budgeted cash flow, are slightly above the historic range for this program of 92% to 95%. The expenditure rate reflects the high delivery rate of projects to advertisement in the highway improvement program.

The Improvement Program is driving the current expenditure levels. Specifically, the Mobility Improvements, Safety Improvements, and Economic Initiatives subprograms have seen aggressive spending levels through the first eight quarters of the biennium. It is also important to point out that the Roadway Preservation Program is currently spending at historical rates. Expenditures rates for each of the sub-programs are shown in Attachment A.

The reasons for the considerably more aggressive expenditure levels witnessed to date in 2001-2003 include:

- A Highway Construction Program that included a large number of new construction starts in Spring 2001. While these projects were actually started in the last quarter of the 1999-2001 biennium, this work has driven expenditures levels in the current biennium.
- The Department's emphasis in getting projects to advertisement. This has been an important management focus and has been tracked throughout the year in the quarterly Gray Notebook reports.
- Activity in the regions, often with direct encouragement and support of customer communities, in moving projects "to ad" given the prospects for project deferrals or cancellation in a period of expected budgetary stringency.
- Favorable construction weather, encouraging contractors to speed their work.

### **Projects to Advertisement**

For the biennium to date, WSDOT has advertised 427 projects against an original schedule of 463 projects. WSDOT is meeting the planned advertisement date on over 97% of the projects that are being advertised for bids.

A total of 16 projects that were scheduled for advertisement this quarter were either deferred to a later date or deleted from the program. Attachment B provides a breakdown of the projects that were deferred or deleted this quarter. This attachment also provides the reason why the project did not meet the scheduled advertisement date.

The expenditure rates experienced to date along with the delivery rate of bringing projects to advertisement are a positive indication of the Department's project delivery progress in the current biennium.

**RECOMMENDATION:**

None. Information and discussion only. No formal action is expected or required.

For further information, contact John Conrad, Assistant Secretary for Engineering and Regional Operations, 360 705-7032. The principal assistance and support on headquarters staff to Mr. Conrad on these issues is provided by Harold White, Acting Director of Project Control & Reporting (360) 705-7130.

## ATTACHMENT A

The following tables show the specific program areas of spending in the Highway Construction Program and their expenditure status after eight quarters of the 01-03 biennium. This does not include the 2003 25<sup>th</sup> month actuals.

**HIGHWAY CONSTRUCTION IMPROVEMENT PROGRAMS**

Progress Through June 2003  
Dollars in Millions

<b>PROGRAMS</b>	<b>CURRENT ALLOCATIONS</b>	<b>BIENNIAL EXPENDITURES TO DATE</b>	<b>PERCENT OF ALLOCATION EXPENDED</b>
I1 - MOBILITY IMPROVEMENTS	495.1	467.3	94%
I2 - SAFETY IMPROVEMENTS	134.0	128.4	96%
I3 - ECONOMIC INITIATIVES	127.5	122.8	96%
I4 - ENVIRONMENTAL RETROFIT	23.1	20.9	91%
Totals	779.7	739.4	95%

**HIGHWAY CONSTRUCTION PRESERVATION PROGRAMS**

Progress Through June 2003  
Dollars in Millions

<b>PROGRAMS</b>	<b>CURRENT ALLOCATIONS</b>	<b>BIENNIAL EXPENDITURES TO DATE</b>	<b>PERCENT OF ALLOCATION EXPENDED</b>
P1 - ROADWAY PRESERVATION	270.2	249.6	92%
P2 - STRUCTURES PRESERVATION	173.2	161.5	93%
P3 - OTHER FACILITIES	113.0	93.5	83%
Totals	556.4	504.6	91%

# Highway Construction Program Delivery

Projects to Advertisement Deferrals  
2001-03 Biennium - Quarter 8

Briefing Paper No. 3A  
Appendix B

Region	Sub Pgm	SR	PI Title	Baselist Ad Date	End of 8th Quarter																						Revised Ad Date	COMMENTS	
					2001				2002				2003				Deferred Out of Bien												
					A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J		
NW	P3	2	MONEY CREEK TUNNEL VICINITY	04/07/03																							X	04/05/04	Partnership Coordination/Environmental Documentation - The project consists of slope stabilization. Late information delayed a species survey, causing U.S. Forest Service permit delays. Formal consultation with U.S. Fish & Wildlife Service is required. The project was delayed one year.
NW	P3	2	STREAM BRIDGE VICINITY	04/07/03																							X	04/05/04	Partnership Coordination/Environmental Documentation - Late information to Region Environmental office delayed species surveys, missing survey windows, thus causing US Forest Service permit delays. Formal consultation with US Fish & Wildlife Service is required.
NW	I2	9	SCHLOMAN ROAD VIC TO 256TH STREET E VIC	05/12/03																							X	11/20/06	Incomplete Scoping/Workforce Commitments - This project will widen SR 9 to 12-foot lane and 4-foot shoulders, straighten two curves, and flatten the roadside. The original plan identified limited improvements at various locations within the project limits. However, the decision was made to realign the highway for a more comprehensive safety solution. This generated a need to acquire 45 parcels of land and satisfy all federal regulations. As a result, the ad date is delayed 42 months.
NW	I2	9	252ND ST NE VIC	05/12/03																							X	11/20/06	Incomplete Scoping/Workforce Commitments - This project will add left turn lanes at the intersection, along with illumination, guardrail, culvert replacement, and relocation of utility poles. It was combined with the project listed above to coordinate safety improvements to the highway. The ad date is likewise delayed 42 months.
NW	I2	20	LIBBY RD VIC TO SIDNEY STREET VIC	06/23/03																							X	10/03/05	Environmental Documentation Approval - The project will straighten curves to increase sight distance, improve three intersections, remove roadside hazards, and control access. Several things contributed to the delay: an inadequate existing right-of-way plan, delay of a required historical/archaeological survey, federal environmental requirements when the project switched to federal funds due to a shortage of state funds, negotiations with the National Park Service to mitigate impacts to a recreational site and a wildlife refuge, the requirement to evaluate three design alternatives and conformance with sole-source aquifer regulations. The ad date is delayed an estimated 35 months.
NW	P1	99	KENT'S SR 99 PAVEMENT PROJECT	04/14/03																							X	04/04/05	Partnership Coordination - The project consists of 1.25 miles of asphalt paving. The project was delayed two years to match the City of Kent's construction schedule.
NW	I2	164	196TH AVE SE VIC. TO 244TH AVE SE	05/05/03																							X	10/04/04	Requirements Changed - This project will flatten shoulders, install guardrail, remove fixed objects from the roadside, and improve the layout of three intersections. At 244th Ave SE, turn lanes will be added, the signal upgraded, and visibility increased. Funding for right-of way was changed from state to federal, requiring a Biological Assessment before right-of-way activities could being. The project is delayed 17 months.
NW	I1	202	SR 520 TO SAHALEE WAY	06/02/03																							X	04/05/04	The project consists of 2.3 miles of roadway widening and channelization. Discovery of, and concern for reactivating, an ancient landslide required a re-design to avoid the slide area, delaying the project ten months.
NW	I1	522	I-5 TO SR 405 MULTI-MODAL PROJECT	06/02/03																							X	City of Kenmore Schedule	Partnership Coordination - Project was originally set up to contribute Federal grant to city. WSDOT transferred lead agency of the grant money to City of Kenmore, who is now the lead agency.
NC	I2	90	EAST VANTAGE INTERCHANGE RAMPS	04/07/03																							X	10/11/04	The project consists of improvements to the ramp geometrics. It was deferred as a result of the 2002 Supplemental Budget Reduction for 18 months into the 03-05 biennium.
OL	P3	302	VICTOR SLIDE	04/07/03																							X	10/11/04	Incomplete Geotech documentation - The project repairs an unstable slope. The road has been temporarily repaired and monitoring instruments have been installed. A heavy rainfall event must occur to monitor movement and determine if temporary solutions are adequate. As a result the project has been delayed for 16 months.
																													Environmental Documentation Approval - This is a local agency project that

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SC	I3	397	I-82 TO SR 397 INTERTIE	04/07/03																							X	10/13/03	WSDOT is participating in. The local agency had problems with environmental documentation delaying the project.
EA	P1	90	SPOKANE'S I-90/COUNTY LINE PAVEMENT PROJ	05/05/03																							X	11/01/04	Priority Changed - The project consists of ten miles of asphalt overlay with safety improvements. However the adjacent Salnave to Geiger section of I-90 deteriorated more rapidly than expected, requiring an earlier repair. In order to accommodate the Salnave to Geiger project this section was deferred until November 2004.
NW	P3	90	EAST FORK ISSAQUAH CREEK VICINITY	04/21/03																							X	Deleted	Priority Changed - The project consists of slope stabilization. Field investigations determined that there has been no recent slope movement. The project was deleted and the area will continue to be monitored.
NC	P2	155	COLUMBIA RIVER BRIDGE 155/101	04/07/03																							X	Deleted	The project was to repair cracked welds on the bridge. The project was completed by WSDOT Maintenance Forces.
SW	I2	507	SKOOKUMCHUCK BR. TO ZENKNER VALLEY RD.	04/28/03																							X	Deleted	The project would have added turn lanes and widened five intersections on SR 507, increased sight distance, reduced access, and replaced the signal at Reynolds Road. Analysis of accident data showed the benefit/cost ratio was too low to justify further work on the project.